

Critical Freight Corridor Eligibility Criteria

- a. **Critical Rural Freight Corridors (CRFC)** - These are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities. States are responsible for designating public roads in their state as CRFCs. In accordance with 23 U.S.C. 167(e), a State may designate a public road within the borders of the State as a CRFC if the public road is not in an urbanized area, and meets one or more of the following seven elements:
1. is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (FHWA vehicle class 8 to 13);
 2. provides access to energy exploration, development, installation, or production areas;
 3. connects the PHFS or the Interstate System to facilities that handle more than-
 - i. 50,000 20-foot equivalent units per year; or
 - ii. 500,000 tons per year of bulk commodities;
 4. provides access to-
 - i. a grain elevator;
 - ii. an agricultural facility;
 - iii. a mining facility;
 - iv. a forestry facility; or
 - v. an intermodal facility;
 5. connects to an international port of entry;
 6. provides access to significant air, rail, water, or other freight facilities in the State; or
 7. is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State.
- b. **Critical Urban Freight Corridors (CUFC)** - These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities. In an urbanized area with a population of 500,000 or more, the metropolitan planning organization (MPO), in consultation with the State, is responsible for designating the CUFCs. In an urbanized area with a population of less than 500,000, the State, in consultation with the MPO, is responsible for designating the CUFCs. Regardless of population, a public road may be designated as a CUFC if it is in an urbanized area, and meets one or more of the following four elements:
1. connects an intermodal facility to;
 - i. the PHFS
 - ii. the Interstate System; or
 - iii. an intermodal freight facility;
 2. is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement;
 3. serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or
 4. is important to the movement of freight within the region, as determined by the MPO or the State.

Source:

https://ops.fhwa.dot.gov/freight/pol_plng_finance/policy/fastact/s1116nhfpguidance/